

# STREET SMART

January 8, 2003

Governments  
**SANBAG**  
Working Together

## Meeting Summary of the SANBAG Board of Directors

San Bernardino Associated Governments ■ 472 N. Arrowhead Avenue, San Bernardino, CA 92401 ■ (909) 884-8276  
[www.sanbag.ca.gov](http://www.sanbag.ca.gov)

### ■ State budget deficit threatens transportation projects

It was a one-two punch for transportation funding, placing freeway, road, rail and interchange projects in jeopardy across San Bernardino County.

SANBAG officials learned December 6 that Gov. Davis proposed that \$1.8 billion from the state Traffic Congestion Relief Program be returned to the general fund for unspecified state services, resulting in a cut of about \$169 million for the county. This proposal has not been voted on by the legislature; a two-thirds vote is required for passage. Just six days later, Caltrans announced that they had overestimated by \$4 billion the funds thought to be available for the State Transportation Improvement Program, creating a shortfall of at least \$200 million - and possibly as high as \$250 million -- for San Bernardino County.

Executive Director Norm King explained that the full effect of these reductions is not yet known. "It probably will take weeks to sort out the full implications of what has occurred," King said. "Until we receive more specific information from the state, it is impossible to represent that any state-funded transportation project in San Bernardino County can proceed as previously scheduled."

During the month ahead, SANBAG policy committees will discuss funding principles and begin the process of prioritizing projects to determine which can remain on schedule and which will need to be suspended.

### ■ Measure I projected to raise close to \$1 billion through 2010

Revenue from Measure I, San Bernardino County's half-cent transportation sales tax, will continue at a strong pace through the remainder of the 20-year term, economist John Husing projected in a written report prepared for SANBAG.

During the first 11 years of the measure, which was adopted in 1989 by county voters, \$717,086 was generated from taxable goods countywide. This revenue is used for freeway projects; transportation improvements in local cities and unincorporated areas; major streets; Metrolink service; public transit; and programs to enhance efficiency, such as ridesharing and synchronizing traffic signals.

This revenue reflected an average annual growth rate of 5.91 percent, a figure that combined population, per capital sales, taxable sales, consumer prices and point of delivery sales.

For the final nine years, Husing projected that the measure will generate another \$1.13 billion. This forecast is based on a growth rate of 6.45%. SANBAG staff, however, in an effort to be ultra conservative, recommended reducing the projected growth rate by a full percentage point to 5.45%. Using the adjusted forecast, SANBAG can expect to receive \$944 million through 2010.



### ■ SANBAG hires federal advocate



SANBAG's Board of Directors gave the nod to hiring a Washington, D.C.-based firm to provide federal legislative advocacy services.

Copeland, Lowery, Jacquez, Denton & Shockey with Cliff Madison Government Relations will assist both SANBAG and the Riverside County Transportation Commission with federal transportation issues during the next two years. The contract may be renewed twice for additional two-year terms.

A key function of the firm will be providing guidance to both agencies during the development of the new Transportation Equity Act, scheduled for adoption within the next 18-24 months. This six-year act is a major source of federal funding for transportation projects.

Due to uncertainties with the state budget, the Transportation Equity Act becomes even more important as a funding source. SANBAG will seek federal support for highway projects, grade separations, freeway interchanges and bridges, new corridors between counties and other projects to enhance existing transportation systems.

### Down the Road ...

- Jan. 15: Administrative Committee, 11 a.m.; Commuter Rail Committee, 12 noon
- Jan. 16: Major Projects Committee, 9 a.m.
- Jan. 17: Mountain-Desert Committee, 9 a.m.
- Jan. 22: Plans & Programs Committee, 12 noon

## Budget deficit makes Measure I more important than ever Sales tax measure provides reliable source of funds for San Bernardino County

Forward thinking San Bernardino County voters approved Measure I in November 1989, ensuring that necessary transportation projects would have the funds to be implemented countywide. The measure will expire in 2010.

The half-cent per dollar generated by this "self-help" sales tax has kept San Bernardino County moving forward. The recent state budget shortfall makes Measure I even more important for the county, as it provides a reliable source of funds for transportation. Approximately \$1.8 billion is expected to be generated during the measure's 20-year lifespan. This month's issue of **"Measuring Success"** takes a look at the importance of Measure I.

### Mountain-Desert Region Benefits from Measure I



In the Mountain-Desert areas of the county, Measure I revenue is spent primarily on regional and local road improvement projects. A smaller amount supports public transit providers to reduce operating expenses. This support allows elderly and disabled riders to pay reduced bus fares. Measure I funds generated are returned to each city or town

and have played a crucial role in the completion of many projects, including:

- Expanding freeway interchanges
- Repaving local roads
- Installing traffic signals
- Reconstructing intersections
- Grading, widening and drainage
- Support for public transit
- Paving unpaved roads
- Providing matching funds for federal and state dollars

### Measure I Supports Valley Region with Freeways, Roads, Rail

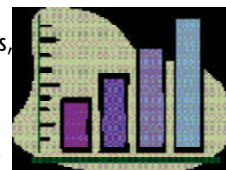
In the valley region of San Bernardino County, Measure I funds have helped build new freeways, widen existing freeways, provide Metrolink service, expand bus service, promote ride-sharing and improve local streets and intersections. Funded projects include:

- New State Route 210, the Foothill Freeway
- New State Route 71, the Chino Valley Freeway
- Metrolink train service
- State Route 60, widening and carpool lanes, Chino and Ontario area
- Interstate 10, carpool lanes and new interchanges, Ontario and Montclair
- Improvements to streets along Route 210 and Route 71
- Local street improvements, such as widening, adding signals and grading
- Omnitrans bus service
- Future Interstate 10 truck-climbing lane in Redlands and Yucaipa
- Future Interstate 10 widening in Redlands
- Future Interstate 215 widening in San Bernardino

### Transportation Challenges

There are many transportation challenges facing San Bernardino County in the near future. Here are just a few:

- San Bernardino County has grown 20% in the last 10 years. State gasoline tax revenue for transportation has declined, in relation to the number of miles driven.
- Over the next two decades, the amount of cargo transported through the county by truck and rail is expected to triple. Although governmental dollars are being used to improve the ports, there are no federal funds available to offset the impact of goods movement on area roadways.
- Nearly 80% of full-time employees commute solo. Commute times in San Bernardino are among the longest in the country: 37% spend between one and four hours per day commuting.



### ■ Board authorizes Measure I public opinion survey

County voters will be asked whether they support extending the Measure I half-cent transportation sales tax past its expiration date of 2010.

The SANBAG Board unanimously voted to hire Jim Moore Methods as a research firm to gauge the opinion of residents countywide. The firm will gather data from telephone calls to approximately 1,200 residents.

Three to six focus groups also will be convened to learn the thoughts of residents.

The survey will take place in February. Results should be available in late February or early March.

